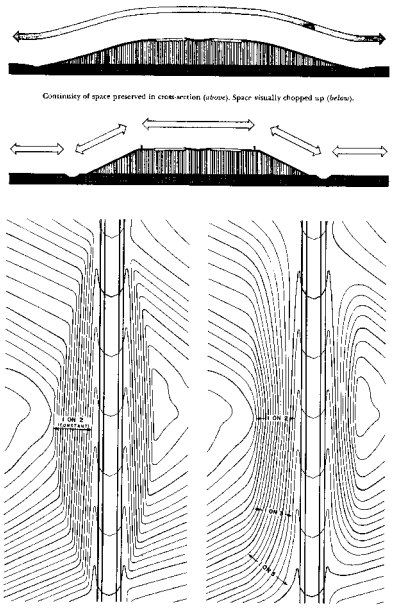
- Avoid using curves separated by long, straight tangents. Instead of tangents, incorporate spirals or transition curves to achieve a continuous, curvilinear road that molds with the rolling terrain features.
- Explore using a reddish aggregate for travelway pavement similar to that already in place north of Elmo. The reddish aggregate helps create a distinctive visual appearance for the road within the Reservation. Differentiation of the travelway from the shoulder will help to decrease the scale and visual impact of the road.



This is an example of how the transition between cut /fill slopes and existing landforms should be handled to insure continuity.

Fitting Road to Landscape - Vertical Alignment

- Design roads so they respond to the landscape, blend in with the environment, and follow contours to avoid large cuts and fills.
- Develop vertical curvature that reflects the rolling movement of the landscape. All vertical curve data will meet or exceed AASHTO standards.
- Wherever possible, the new roadbed should be close to the existing ground to keep from creating a dam-like effect that splits the landscape. Cut and fill slopes should be kept to a minimum, with edges rounded to match the existing landforms. Surfaces of graded slopes should be left with a rough texture to promote vegetative growth.
- Where applicable, remove the existing road structure and lower the new roadbed to an elevation more in keeping with the existing grade in areas where the finished grade of the existing road is considerably higher than the surrounding ground plane. This will prevent the new road from creating a dam-like effect that splits the landscape, disrupts normal hydrologic flow under the road, and is a barrier for wildlife movement. In areas where wildlife crossings are required, however, the road may need to be raised instead.

In Pablo, the road cross-section is reduced to allow for berms planted with native pines separating the roads.